

REPORT OF SURVEY FOR REPAIRS, &c.

Date of writing Report 11th Apr. 1940. When handed in at Local Office 11th Apr. 1940. Port of YOKOHAMA
No. in Survey held at YOKOHAMA Date, First Survey 15th March, Last Survey 6th April, 1940.
Reg. Book. 22371 23165 on the Wood, Iron or Steel S.S. "DELAGOA MARU" (No. of Visits Six)

TONNAGE:-
GROSS 7148 Built at Nagasaki By whom Mitsubishi Zosen K.K. YEAR. MONTH. When 1919 - 10
UNDER DECK 6700 Owners Nippon Yusen K.K.
NET 4373 Managers X Owners' Address X
(if not already recorded in Appendix to Register Book).
Port belonging to Tokyo

Surveyed Afloat or in Dry Dock? Name of Dock M.J.K. Yokohama Destined Voyage X
Cell/Dor/Dca X feet; uE&B X feet; f X feet }
total capacity X tons. FPT X tons; APT X tons; MT X feet X tons. }
Particulars of Classification (which must be inserted precisely as in Register Book & Supplements)

N.B.—All alterations in the existing records should be underlined.

ast Report, No. 1283. Port RGN.

CHARACTER. * for Special Survey. Date of last Survey and of Periodical Surveys.	Machinery and Boiler Surveys (including date of N.B., in any).
<u>100A1 Shelter dk</u>	<u>TMC 1-36</u>
<u>with freeboard</u>	<u>3S 2-39</u>
<u>2-38</u>	<u>TS(CI) 1-37</u>
<u>ssYka.No.3-1,31</u>	
<u>ssYka.No.1-35</u>	

Radical Surveys, when held, must be reported in detail and seriatim in the terms of the Rules and items remaining to complete the Surveys should be summarised. State clearly the cause of Repairs, if any, and, in detail, the nature and extent of Examinations and subsequent repairs. Repairs on account of Damage (the cause of which must be stated) should be separated from Repairs due to other causes; and besides being detailed in the body of the report, should be summarised in the form shown below. Whenever the replacement of Anchors or Chains is reported the particulars should be clearly stated in the space provided on the back of this form. State also the dates and initials of any letters respecting this case.

damage cases where the Surveyor has not made a special damage report he is required to state whether he offered his services for this purpose and to whom and why they were declined X
Society's Freeboard (if assigned) as painted on Ship and now verified } 10 ft 4 1/2 ins.

Was a damage report made by anyone else? If so, by whom? X

REPAIRS, OR EXAMINATION AS PER RULE, FOR Completion of Special Survey 2nd No.2 and S.R.List.
Completion of Special Survey 2nd No.2. See also Kobe Rpt. of February, 1939 and Yka. Rpt. No.6764
of 16th September, 1939.

Work done:- Ship placed in dry dock, shell plating, stern frame and rudder cleaned, examined and recoated. Rudder lifted, examined and replaced.

Examined:- Nos.1 and 2 holds, decks and tween decks, boiler space and under boilers, tween deck bunker and side bunker hold, anchors and cables, hatchways, covers, supports, tarpaulins, cleats and battening arrangements, air and sounding pipes where applicable, masts, rigging, windlass, steering gear, ventilators, pumps, W.T. doors, equipment and boats, Ceiling and insulation removed as required.

SUMMARY OF DAMAGE REPAIRS:-	Shell Plates.	Frames.	R. Frames.	Floors and Bracket Floors	Beams.	Inner Bottom Plates.	Dk. Plates.	Other Items:-
Renewed								
Removed and Faired or Repaired				<u>X</u>				
Faired or Repaired in place								

PRESENT CONDITION OF THE		"P.E.-G." = Parts examined - Good. "G" = Good.	
Decks	<u>G</u>	Bulkheads	<u>P.E.-G.</u>
Painting of Decks	<u>"</u>	Ceiling	<u>"</u>
Coamings	<u>"</u>	Cement or Asphalt	<u>"</u>
Beams & Fastenings	<u>P.E.-G.</u>	Rudder	<u>G</u>
Outside Plating	<u>G</u>	Steering gear and its connections	<u>G</u>
" " in way of sidelights	<u>X</u>	Windlass	<u>G</u>
Frames	<u>P.E.-G.</u>	Have pumps been examined and found efficient?	<u>Yes</u>
Reverse Frames	<u>P.E.-G.</u>	Have Sluice Valves been examined and found efficient?	<u>X</u>
Longitudinals	<u>X</u>	Have Watertight Doors been examined and found efficient?	<u>Yes</u>
Transverses	<u>X</u>	Have Ventilators and their Coamings been examined and found efficient?	<u>Yes</u>
Floors	<u>P.E.-G.</u>	Air and Sounding Pipes	<u>P.E.-G.</u>
Keelsons	<u>X</u>	Doubling Plates under Sounding Pipes	<u>P.E.-G.</u>
Stringers	<u>X</u>	Engine Room Skylights	<u>G</u>
Inner Bottom Plating	<u>P.E.-G.</u>	Coal Bunkers, Openings, Covers, &c.	<u>P.E.-G.</u>
Have the Tanks been examined internally	<u>See Rpt.</u>	Oil Bunkers	<u>X</u>
Have the Tanks been tested?	<u>See Rpt.</u>	Scuppers	<u>P.E.-G.</u>
		Cargo Hatchways	<u>G</u>
		Hatches	<u>"</u>
		Planking	<u>"</u>
		Caulking	<u>"</u>
		Treenails	<u>"</u>
		Breasthooks & Stems	<u>"</u>
		Transoms, Pointers & Crutches	<u>"</u>
		Timbers of Frame at openings	<u>"</u>
		" " at other places	<u>"</u>
		Stringers, Clamps & Shelves	<u>"</u>
		Saltings	<u>"</u>
		(State if examined.)	

Copper, or I.M.	(State if on Felt.)
When fitted, Month	Year
Boats	<u>G</u>
Masts, Yards, &c.	<u>"</u>
Condition, how ascertained	<u>Examination</u>
(State if wedges removed)	
Equipment letter	<u>" at "</u>
Anchors, No. of	<u>3B 1S</u>
Cables (State if now ranged)	<u>Yes</u>
" length	<u>270 fms mean diam. 2 1/8"</u>
(on board)	
" Rule length	<u>270 fms size 2 5/16"</u>
Chain Locker	<u>X</u>
Hawsers & Warps	<u>Sufficient</u>
Standing and Running Rigging	<u>Efficient</u>
Sails	<u>X</u>

General Observations, Opinion as to Class, Recommendation, &c.:-

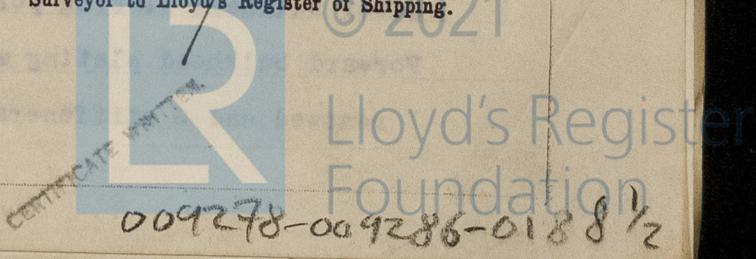
State clearly whether any and, if so, what alteration is suggested to be made in the existing classification and notification of the vessel in the Register Book consequent upon this survey, thus, for example:- "to remain as classed in the Register Book without fresh record of Survey," "to remain as classed and to have record of survey, 1,38," or "to remain as classed and to have record of survey, 1,38, and the notations of ss No. 1-38."

This ship, so far as now seen is in an efficient condition and eligible, in my opinion to remain as classed and to have record of survey 4,40 and the notations of S.S.Yka.No.2-40, subject to rudder post (EW 1,38 and reinforced) being specially examined next dry docking.

Survey Fee (per Section 29)	¥ 190.00	Fees applied for, 10-4-1940
Special Damage or Repair Fee (if any) (per Sec. 29)	£	Received by me, 19
Travelling Expenses (if chargeable)	¥ 5.50	
Rigging	X 15.00	
Second Survey Fee (if any)	X	

Surveyor to Lloyd's Register of Shipping.

Committee's Minute TUE. 18 JUN 1940
Character Assigned 3 53.40
100A1 Subject 10
Shell dk. wfn
S.S. No. 2-40 + dmb. 4.40



10m. 10.38.—Transfer in (The Surveyors are requested not to write on or below this)

Is Certificate required? If so, to be sent to

S.S. "DELAGOA MARU".

Completion of Special Survey 2nd No.2 (continued)

Now done:- (continued)

Internally examined:- Nos.1, 2 and 5 double bottom tanks, fore peak tank and tween deck fresh water tank.

Pressure tested:- Nos.1, 2 and 4 double bottom tanks, "B" deep tank and the tween deck fresh water tank.

Verified freeboard.

Repairs, due to wear and tear, now done:-

Port side bunker: 2 main frames' reverse frames renewed.

One horizontal bracket to forward bulkhead renewed.

Web frame, plate cropped and upper portion renewed and horizontal brackets to shell renewed.

Starboard side bunker: 3 main frames' reverse frames renewed.

Web frame plate cropped and upper portion renewed and two horizontal brackets renewed.

Timber plate of after W.T. bulkhead cropped and part renewed.

No.4 double bottom tank (under boilers) One doubling fitted on tank top under port forward boiler and one under starboard after boiler.

When Anchors or Cables are supplied, the particulars are to be reported in the following form :-

ANCHORS.

Table with columns: Number of Certificate, Anchors, WEIGHT EX STOCK, WEIGHT OF STOCK, TEST PER CERTIFICATE, WEIGHT REQUIRED BY RULE, Description of Anchor, Makers, Where and when tested and Superintendent.

* When a bower anchor is supplied it must be clearly stated whether it is a 1st, 2nd, or 3rd bower.

CHAIN CABLES.

Table with columns: Number of Certificate, Length and size supplied, Test per Certificate, WEIGHT OF CHAIN CABLE, Length and size per Rule, Description, Makers of Cables, When and where tested and Superintendent.

Bunker tween decks.

2nd deck stringer plates, 2 starboard side renewed and 1 port and 1 starboard cropped and part renewed.

2nd deck plates, 3 port and 15 starboard cropped and part renewed.

2nd deck beams, 2 port and 3 starboard, part renewed.

After bulkhead plating starboard side cropped at foot and lower portion renewed.

After bulkhead plating port side cropped at foot and lower portion part renewed.

Forward bulkhead plating at centre line and on port side cropped and part renewed and 3 stiffeners at centre line renewed.

Continued page 3.

N.B.-If this Report is copied by Copying Press, special care must be taken that the copying paper is not so much damped as to spread the ink or to cause it to show through to the other side.

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.

Port of YOKOHAMA Continuation of Report No. 6892 dated 11th April, 1940, on the

S.S. "DELAGOA MARU".

Completion of Special Survey 2nd No.2 (continued)

Repairs, due to wear and tear, now done:- (continued)

Bunker tween decks. (continued)

Coal shoot stiffeners, 5 on forward bulkhead and 5 on after bulkhead all part renewed.

Ash shoot, port side one length renewed.

Cross bunker hatchway on Bridge Deck; rest bars on forward and after coamings renewed.

No.4 hatchway on Upper deck, B.A. horizontal stiffener on after coaming renewed.

Fore peak Tank, defective rivets in several beam knees renewed.

Stern frame 2 gudgeon bushes renewed.

A few minor repairs effected.

Special Reasons List.

Rudder post of stern frame (E.W. 1,38 and reinforced) specially examined and found efficient.

2nd No.2 partly held. It is submitted that this item be now deleted from S.R.List.

Grounding. The ship's bottom was specially examined in dry dock at this time but no evidence of damage could be found and it is submitted that this item also be now deleted from S.R.List.

Interim Certificate issued, - copy attached.

Rigging Report received, - copy attached.

Handwritten initials 'B.J.'



009278-004286-0188 2/2